

## Transportation Program Area

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### **Description:**

The Transportation Program Area contains projects that provide for the maintenance and construction of public ways and participation in the planning of mass transit, both within Rockville and linking Rockville to the surrounding metropolitan area.

### **Goal:**

To have a balanced transportation system that enhances the convenience, utilization, accessibility of and interaction among the residential, commercial, educational, recreational, industrial, and governmental sectors within the city and within the metropolitan area.

### **Objectives:**

- To facilitate the movement of traffic around, instead of across, Rockville, and to help eliminate traffic congestion in the center of the City and residential neighborhoods. (*Town Center*)
- To promote a system of efficient public/private transportation circulation among neighborhoods.
- To protect residential neighborhoods from through traffic and truck traffic on major roadways.
- To encourage a citywide pedestrian and bicycle transportation system.
- To continue full support of Metro Rail and feeder bus systems. (*Creative Growth Management*)
- To establish a system of mass transportation circulation within downtown Rockville. (*Creative Growth Management, Town Center*)
- To develop a parking plan for the City that is compatible with the circulation system for vehicular traffic. (*Town Center*)

### **Other:**

Most of the road projects proposed are required to alleviate traffic hazards, upgrade streets, or complete the circumferential system as recommended in the Master Plan.

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### **New Projects in the FY 2002 - FY 2007 CIP:**

The following projects in the Transportation Program Area are new entries into the City's CIP.

ADA Pedestrian Modifications (2A81) .....	page 269
Accessibility Grant (2B80) .....	page 270
Automated Enforcement — Citywide (2A71) .....	page 273
Bus Stop Beautification/Shelters (2A80) .....	page 278
Driveway Apron Program — FY 2002 - FY 2007 (2A12) .....	page 281
Landscaping at Signal Cabinets — Citywide (2B81) .....	page 287
Ritchie Parkway (2A11) .....	page 291

### **Projects that are Substantially Complete:**

The work on the following project in the Transportation Program Area is substantially complete. The project has not been closed because final payments are still pending.

Driveway Apron Program — FY 2001 (1A12) .....	page 281
Falls Road — Sidewalk and Bikeway (8J11) .....	page 283

# FY 2002 - FY 2007 Transportation Program Area Summary

(In Thousands)

Project Name	Source of Funding	Prior Year	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
ADA Pedestrian Modifications	Capital Projects Fund	0	38	35	35	35	35	35	213
Accessibility Grant	Federal Highway Adm.	100	135	0	0	0	0	0	235
Annexation Area Street Improvements	Capital Projects Fund	105	0	0	50	0	0	0	155
	State of Maryland Grant	0	50	50	0	0	0	0	100
Asphalt Pavement Maintenance	Capital Projects Fund	2,495	722	743	766	789	812	837	7,164
Automated Enforcement — Citywide	Capital Projects Fund	0	120	0	0	0	0	0	120
Avery Road — Reconstruction	Pending	0	0	0	0	0	0	0	0
Avery Road — Right Turn at MD Route 28	Capital Projects Fund	227	0	0	0	0	0	0	227
Baltimore Rd/MD 28 to Broadwood	Capital Projects Fund	90	0	25	75	0	50	750	990
	State of Maryland Grant	175	75	0	0	0	0	0	250
Bridge Rehabilitation	Capital Projects Fund	214	0	106	0	106	0	0	426
Bus Stop Beautification/Shelters	Developer Contribution	0	10	10	10	10	10	10	60
	State of Maryland Grant	0	50	10	10	10	10	10	100
Concrete Improvements	Capital Projects Fund	3,158	950	950	640	640	640	650	7,628
Detention Center Access Modifications	Pending	0	0	0	0	0	0	0	0
Driveway Apron Program	Special Assessments	30	30	30	30	30	30	35	215
East Lynfield Drive — Widening	Pending	0	0	0	0	0	0	0	0
Falls Road — Sidewalk and Bikeway	Capital Projects Fund	170	0	0	0	0	0	0	170
	State of Maryland Grant	98	0	0	0	0	0	0	98
	Montgomery County	34	0	0	0	0	0	0	34
Fleet Street — Extension, Phase III	Capital Projects Fund	0	0	200	0	0	0	0	200
	Developer Contribution	0	30	170	0	0	0	0	200
	Other	0	0	200	0	0	0	0	200
Great Falls Road — Improvements	Capital Projects Fund	150	100	0	0	0	0	0	250
Highland Avenue Dead End	Capital Projects Fund	95	0	0	0	0	0	0	95
Landscaping at Signal Cabinets — Citywide	Capital Projects Fund	0	8	7	8	0	0	0	23
Maryland Avenue — Extension	Capital Projects Fund	75	50	665	0	0	0	0	790
	Developer Contribution	0	0	210	0	0	0	0	210
Neighborhood Traffic Control	Capital Projects Fund	55	75	60	30	30	30	30	310
	Developer Contribution	80	0	0	0	0	0	0	80
Park Rd/Stonestreet Ave — Traffic Control	Pending	0	0	0	0	0	0	0	0
Ritchie Parkway	Capital Projects Fund	0	40	40	40	0	0	0	120
Rothgeb Drive — Realignment	Pending	0	0	0	0	0	0	0	0
School Access Improvements	Capital Projects Fund	25	0	25	0	25	0	0	75
Sidewalk Links II	Capital Projects Fund	126	30	30	30	30	30	30	306
	State of Maryland Grant	380	0	0	0	0	0	0	380
Southlawn Lane — Dover Connector Road	Pending	0	0	0	0	0	0	0	0
Southlawn Lane — Lofstrand to Gude	Pending	0	0	0	0	0	0	0	0
Southlawn Lane — West	Pending	0	0	0	0	0	0	0	0
Street Geometric and Safety Improvements	Capital Projects Fund	166	71	62	62	65	65	0	491
	Developer Contribution	4	0	0	0	0	0	0	4
Street Lighting Improvements — Citywide	Capital Projects Fund	406	107	74	83	85	85	0	840
	Developer Contribution	12	0	0	0	0	0	0	12
	State of Maryland Grant	80	0	0	0	0	0	0	80
Traffic Signals — Citywide	Capital Projects Fund	205	90	50	70	0	70	0	485
	State of Maryland Grant	107	0	0	0	0	0	0	107

## FY 2002 - FY 2007 Transportation Program Area Summary

— Continued —  
(In Thousands)

Project Name	Source of Funding	Prior Year	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Transportation Demand Management	Capital Projects Fund	10	10	0	0	0	0	0	20
	Developer Contribution	25	125	150	250	250	250	250	1,300
	Other	0	0	50	50	50	50	50	250
Transportation Improvements — Citywide	Developer Contribution	150	650	500	300	150	100	100	1,950
Utility Relocation	Pending	0	0	0	0	0	0	0	0
Van Buren Street — Drainage and Paving	Pending	0	0	0	0	0	0	0	0
West End Improvements	Capital Projects Fund	25	25	50	0	50	0	0	150
	State of Maryland Grant	0	25	25	0	25	0	0	75
Wootton Parkway — Bridge Rehabilitation	Capital Projects Fund	104	0	0	0	0	0	0	104
Wootton Parkway — Falls Rd/Glen Mill Rd	Capital Projects Fund	0	0	0	0	350	500	1,150	2,000
	Other	0	0	0	0	0	3,150	2,850	6,000

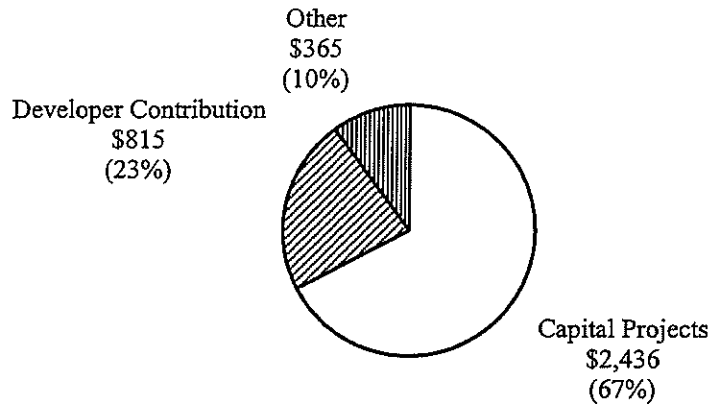
*Transportation Program Area  
Summary by Source of Funding*

Source of Funding	Prior Year	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Capital Projects Fund	7,901	2,436	3,122	1,889	2,205	2,317	3,482	23,352
Developer Contribution	271	815	1,040	560	410	360	360	3,816
Federal Highway Adm.	100	135	0	0	0	0	0	235
Other	0	0	250	50	50	3,200	2,900	6,450
Montgomery County	34	0	0	0	0	0	0	34
Special Assessment	30	55	55	30	55	30	35	290
State of Maryland Grant	840	175	60	10	10	10	10	1,115
Total	9,176	3,616	4,527	2,539	2,730	5,917	6,787	35,292

## FY 2002 - FY 2007 Transportation Program Area Graphs

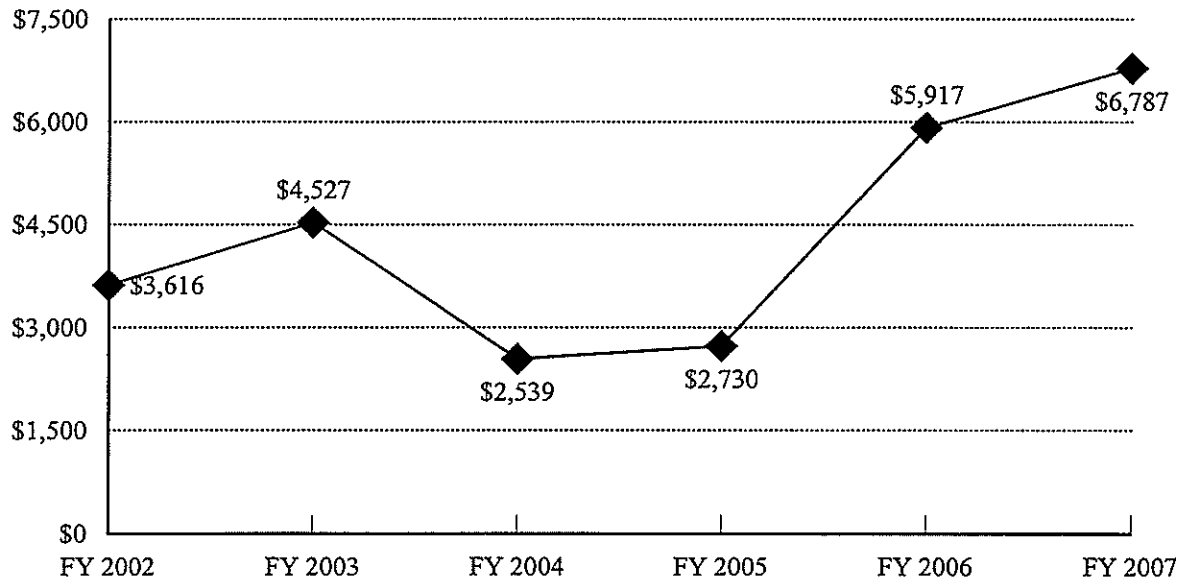
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**FY 2002 Sources of Funding**  
as a Percent of \$3,616,000 Total  
(In Thousands)

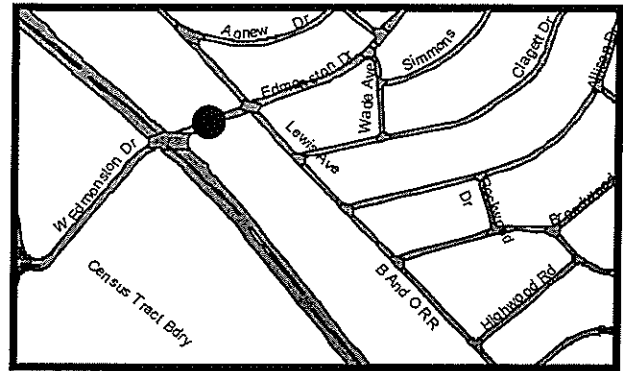


*Note: Other Funding represents Federal Highway Administration (\$135,000 or 4%), Special Assessment (\$55,000 or 1%), and State of Maryland Grant (\$175,000 or 5%).*

**FY 2002 - FY 2007 Appropriation Schedule**  
(In Thousands)



**Project Name:** ADA Pedestrian Modifications  
**Project Number:** 420-850-2A81  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	25	20	20	20	20	20	125
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	13	15	15	15	15	15	88
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>213</b>

**Sources of Funding (\$000's)**

Capital Projects Fund	0	38	35	35	35	35	35	213
								0
								0
								0
<b>Total</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>35</b>	<b>213</b>

**Operating Cost Impacts:**

The completion of this project will have no measurable impact on the operating budget.

**Description:**

This project includes the construction of ramps and other means to comply with the Americans with Disabilities Act regulations as the City strives to remove any barriers. Current priorities include: **FY 2002** — Bridge at Edmonston Road and MD Route 355 and curb cuts. **FY 2003 - FY 2004** — Pedestrian bridge over Wootton Parkway at the Lakewood Elementary School. Other priorities will be evaluated and prioritized throughout the City.

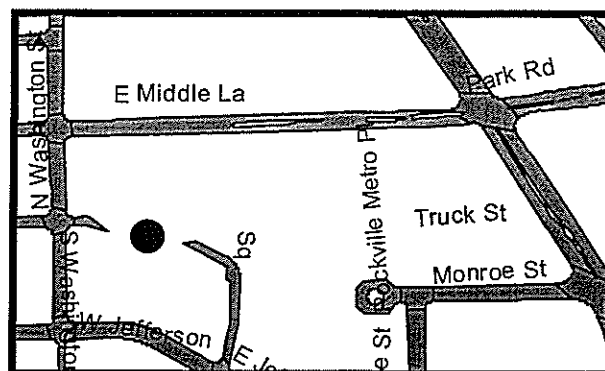
**Status:**

Planning. This is a new project for FY 2002.

**Coordination:**

Disability Access Advisory Committee; Contract Management Division of the Department of Public Works.

**Project Name:** Accessibility Grant  
**Project Number:** 420-850-2B80  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ 1,476  
**Prior Years' Unspent as of:** 06/30/2001 \$ 98,524

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	100	135	0	0	0	0	0	235
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0							0
<b>Total</b>	<b>100</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>

#### Sources of Funding (\$000's)

Federal Highway Adm.	100	135	0	0	0	0	0	235
								0
								0
								0
<b>Total</b>	<b>100</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>235</b>

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

The Transportation and Community and System Preservation (TCSP) pilot program project evaluates the accessibility of the Town Center from all portions of Rockville. The evaluation is for existing conditions, conditions over the next five years, and through the Master Plan buildout of the area. The analysis identifies strengths and weaknesses in pedestrian, bicycle, transit, automobile, and truck access to the Town Center. Prioritized implementation of improvements will be made using a Geographic Information Systems (GIS) model and a series of public participation and coordination activities. Funding is provided by a grant from the Federal Highway Administration.

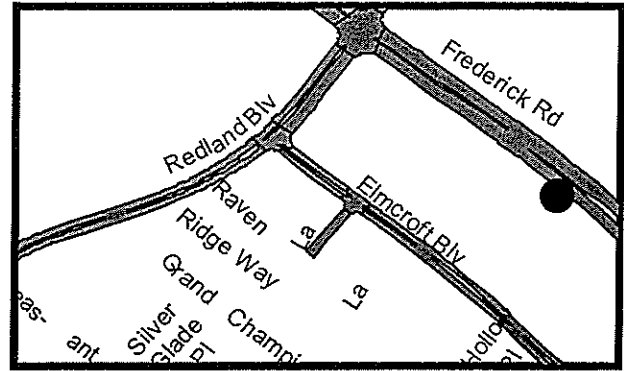
#### Status:

Planning. This is a new project for FY 2002.

#### Coordination:

Federal Highway Administration; Maryland State Highway Administration; Montgomery County Department of Public Works and Transportation; Town Center Action Committee; Neighborhood Resource Team; Department of Recreation and Parks.

**Project Name:** Annexation Area Street Improvements  
**Project Number:** 420-850-9A11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ 53,725  
**Prior Years' Unspent as of:** 06/30/2001 \$ 51,275

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	5	0	0	0	0	0	5
Site Improvement	0	0	0	0	0	0	0	0
Construction	105	45	50	50	0	0	0	250
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>105</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255</b>

#### Sources of Funding (\$000's)

Capital Projects Fund	105	0	0	50	0	0	0	155
State of Maryland Grant	0	50	50	0	0	0	0	100
								0
								0
<b>Total</b>	<b>105</b>	<b>50</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>255</b>

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

Project funding provides for unexpected costs and new opportunities associated with constructing or reconstructing major streets in the City's annexation areas and includes street improvements, sidewalks, lighting, and traffic controls. Funding is intended to supplement developer contributions. Additional project items will be identified as annexations and associated developments move forward. Current priorities include: FY 2002 - FY 2003 — Relocation of MD Route 355 west side sidewalk at the King Farm development. FY 2004 — Street and transportation improvements in the King Farm Phase III area and Fallsgrove. Most of the costs of constructing streets in annexation areas are assigned to the developer as conditions of permits or other agreements. Occasionally, unexpected problems are encountered after agreements are made or new opportunities are identified after development begins.

#### Status:

Ongoing. This project first appeared in the CIP in FY 1999. Prior years' available appropriations will be used to provide street and transportation improvements in the King Farm Phase II area and Fallsgrove.

#### Coordination:

Developers; Development Review Committee.

**Project Name:** Asphalt Pavement Maintenance  
**Project Number:** 420-850-8H11  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$2,417,379  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 77,621

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	2,495	722	743	766	789	812	837	7,164
Other (see description)	0	0	0	0	0	0	0	0
Total	2,495	722	743	766	789	812	837	7,164

Sources of Funding (\$000's)								
Capital Projects Fund	2,495	722	743	766	789	812	837	7,164
								0
								0
								0
Total	2,495	722	743	766	789	812	837	7,164

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project funds the resurfacing of City streets, including the removal of old pavement surfaces as needed. The program entails the "Smoothseal" resurfacing of many streets, which consists of the application of a thin (5/8") layer of asphaltic concrete every 10 to 12 years. After multiple (four or five) layers of Smoothseal have been applied, streets must be milled down to their base course and resurfaced to their original cross-section, where upon a new cycle of surface overlays begins. Funding typically allows for about two miles per year of milling and about 12 miles per year of resurfacing. Over the years, street surfaces dry out, losing their flexibility and ability to seal out moisture. This results in cracking, water penetration, potholes, and, if left unchecked, pavement failure. When the pavement fails, the road needs complete reconstruction. Periodic resurfacing can reduce or eliminate these problems as well as other potential problems such as skidding and improper drainage. The streets most likely to require surface milling are to be found in the City's older neighborhoods.

#### Status:

Ongoing. This project first appeared in the CIP in FY 1998.

#### Coordination:

Department of Public Works; Various Public Utilities; Development Review Committee.



**Project Name:** Automated Enforcement — Citywide  
**Project Number:** 420-850-2A71  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	35	0	0	0	0	0	35
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	85	0	0	0	0	0	85
Other (see description)	0	0	0	0	0	0	0	0
Total	0	120	0	0	0	0	0	120

#### Sources of Funding (\$000's)

Capital Projects Fund	0	120	0	0	0	0	0	120
								0
								0
								0
Total	0	120	0	0	0	0	0	120

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project consists of the installation of red-light camera monitoring systems to photograph vehicles in violation of a red traffic signal. The traffic camera technology has been in use worldwide for more than 35 years but only during the past 10 years in the United States. Howard County, the first jurisdiction in Maryland to install red-light cameras, operates more than 70 cameras, and Montgomery County operates ten red-light cameras. The result is a significant reduction in the number of accidents, violations, and serious injuries. A secondary benefit would be reduction in excessive travel speeds. Jurisdictions that have used the red-light cameras have found that the revenues usually exceed the contractor fees and other costs. Thus, this CIP project should fund itself soon after it starts. Funds shown represent initial start up costs for up to three intersections. It is anticipated that the revenue generated from this project will fund the expansion to additional intersections in FY 2003 - FY 2007. Funding for future years will be programmed after evaluating this "pilot" phase and, therefore, is not included at this time.

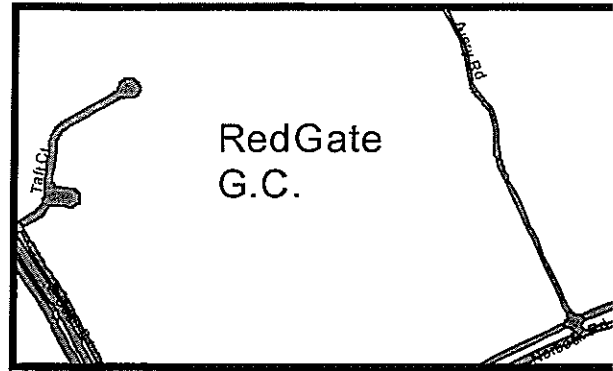
#### Status:

Planning. This is a new project for FY 2002.

#### Coordination:

Maryland State Highway Administration; Traffic and Transportation Committee.

**Project Name:** Avery Road — Reconstruction  
**Project Number:** 420-850-8K11  
**Program Area:** Transportation



**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Sources of Funding (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

With continued residential growth in the MD Route 115 corridor, Avery Road has become a vital commuter link. The present road is very narrow with sharp curves and no shoulders, making it unsafe for handling traffic volumes of more than 3,000 vehicles per day. This project will fund the reconstruction of 1,400 feet of Avery Road from the entrance of RedGate Golf Course north to the Rockville city limit. The road would be improved to a "modified" primary residential standard in keeping with the rustic character of the surrounding area. This standard would entail a 24-foot-wide pavement with improved shoulders and open drainage, matching the cross-section of Avery Road, south of the golf course entrance. The estimated cost is \$500,000.

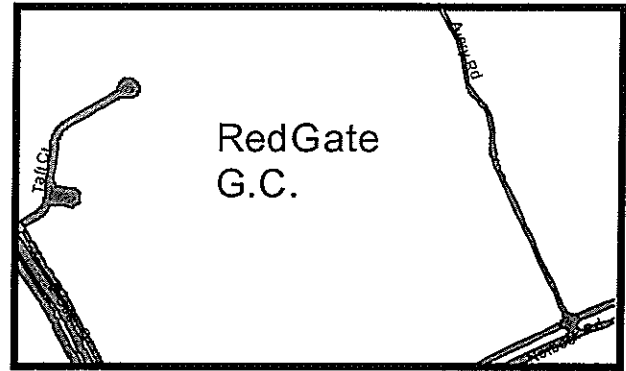
#### Status:

Concept. This project first appeared in the CIP in FY 1998. This project has been assigned a "placeholder" status as indicated by the lack of funding.

#### Coordination:

Montgomery County Department of Transportation; Maryland National Capital Park and Planning Commission; Bikeway Master Plan; Development Review Committee; RedGate Golf Course.

**Project Name:** Avery Road — Right Turn at MD Route 28  
**Project Number:** 420-850-8P11  
**Program Area:** Transportation



**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 22,539  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 204,461

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	27	0	0	0	0	0	0	27
Site Improvement	0	0	0	0	0	0	0	0
Construction	200	0	0	0	0	0	0	200
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>

#### Sources of Funding (\$000's)

Capital Projects Fund	227	0	0	0	0	0	0	227
								0
								0
								0
<b>Total</b>	<b>227</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>

#### Operating Cost Impacts:

The completion of this project will add \$460 to the operating budget to fund maintenance costs beginning in FY 2003.

#### Description:

The existing single lane approach on Avery Road is not capable of accommodating heavy left and right turns during peak hours. Long delays and backups of several hundred feet result as right turns back up behind vehicles waiting to turn left. This project funds the widening of Avery Road on its approach to MD Route 28 to provide a 300-foot-long right turn lane, 12 feet in width. A 100-foot taper also will be provided. The project scope has been modified to include a sidewalk/bike path and drainage improvements. Project reconstruction will connect to the State Highway Administration (SHA) improvements recently completed for MD Route 28. This project was identified and recommended to the City following a FY 1996 intersection study by the SHA. The Street Lighting Improvements — Citywide (project 420-850-7A91) contains funding for street lights along this roadway segment.

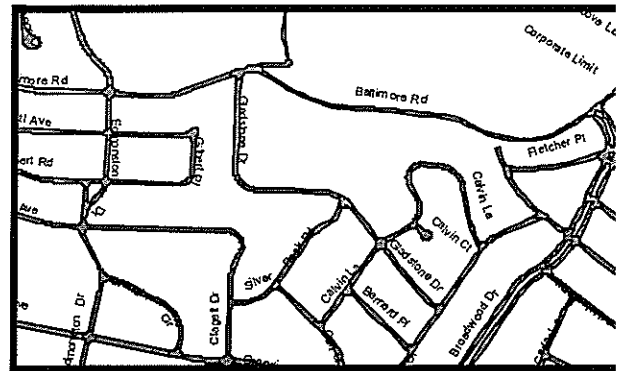
#### Status:

Design complete. Construction to begin Spring 2001. This project first appeared in the CIP in FY 1998.

#### Coordination:

Maryland State Highway Administration; RedGate Golf Course; Mark Twain School; Development Review Committee; Street Lighting Improvements — Citywide (Project 420-850-7A91).

**Project Name:** Baltimore Rd/MD 28 to Broadwood  
**Project Number:** 420-850-6F11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ 77,943  
**Prior Years' Unspent as of:** 06/30/2001 \$ 187,057

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	90	0	25	25	0	50	0	190
Site Improvement	0	0	0	0	0	0	0	0
Construction	175	75	0	50	0	0	750	1,050
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>265</b>	<b>75</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>50</b>	<b>750</b>	<b>1,240</b>

Sources of Funding (\$000's)								
Capital Projects Fund	90	0	25	75	0	50	750	990
State of Maryland Grant	175	75	0	0	0	0	0	250
								0
								0
<b>Total</b>	<b>265</b>	<b>75</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>50</b>	<b>750</b>	<b>1,240</b>

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

Area residents have requested traffic flow and safety improvements for this road, including curbs and gutters, better pavement, and sidewalks. The street should be rebuilt to City standards for primary residential streets, consistent with the Master Plan. This project funds an upgrade to this section of Baltimore Road, including the installation of concrete curbs and gutters, storm drainage, sidewalks, bike path, traffic calming, and other road improvements. This project has been modified to extend the project limits to Broadwood Drive. In February 2001, the City received \$175,000 from the State of Maryland Access 2000 Grant Program for construction of the bike path upgrade from Gladstone Road to the city limits. The City anticipates another \$75,000 in FY 2002 to add a bike path from Gladstone Road to First Street.

#### Status:

Concept plan complete. This project first appeared in the CIP in FY 1996.

#### Coordination:

Montgomery County Department of Transportation; Local Civic Associations; Development Review Committee; Adjacent Property Owners; Bikeway Advisory Committee.

**Project Name:** Bridge Rehabilitation  
**Project Number:** 420-850-8L11  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 47,744  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 166,256

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	6	0	6	0	6	0	0	18
Site Improvement	0	0	0	0	0	0	0	0
Construction	208	0	100	0	100	0	0	408
Other (see description)	0	0	0	0	0	0	0	0
Total	214	0	106	0	106	0	0	426

Sources of Funding (\$000's)								
Capital Projects Fund	214	0	106	0	106	0	0	426
								0
								0
								0
Total	214	0	106	0	106	0	0	426

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project provides funding for repairs to existing bridges and major culverts within the City. The U.S. Department of Transportation requires that all public roadway bridges be inspected biennially. The FY 1999 inspection report listed bridges requiring repairs or significant maintenance, encompassing such problems as structural faults, surface corrosion, and stream channel erosion. One bridge, Wootton Parkway over Watts Branch Parkway, requires enough work to justify a separate project listing (see Wootton Parkway — Bridge Rehabilitation, project 420-850-8F11). A bi-annual maintenance schedule will commence in FY 2003 for all bridges consistent with Montgomery County's inspection schedule.

#### Status:

Ongoing. Repairs are scheduled for Spring 2001. This project first appeared in the CIP in FY 1998.

#### Coordination:

Montgomery County Department of Transportation; CSX (railroad) Corporation; Washington Metropolitan Area Transit Authority (WMATA); Bikeway Advisory Committee; Development Review Committee.

**Project Name:** Bus Stop Beautification/Shelters  
**Project Number:** 420-850-2A80  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	10	0	0	5	0	0	15
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	50	20	20	15	20	20	145
Other (see description)	0	0	0	0	0	0	0	0
Total	0	60	20	20	20	20	20	160

**Sources of Funding (\$000's)**

Developer Contribution	0	10	10	10	10	10	10	60
State of Maryland Grant	0	50	10	10	10	10	10	100
								0
								0
Total	0	60	20	20	20	20	20	160

**Operating Cost Impacts:**

The completion of this project will have no measurable impact on the operating budget.

**Description:**

This project provides for the planning and implementation of bus shelters, landscaping, benches, and other amenities as an inducement to use mass transit. Funding amounts shown in this project include estimated revenues from developer contributions. Actual amounts are dependent on the construction of new developments. Locations are to be determined by ridership, available right-of-way, neighborhood interest, and development opportunities.

**Status:**

Concept. This is a new project for FY 2002.

**Coordination:**

Maryland State Highway Administration; Washington Metropolitan Area Transit Authority; Montgomery County Department of Transportation; Local Civic Associations; Traffic and Transportation Commission; Development Review Committee; Adjacent Property Owners.

**Project Name:** Concrete Improvements  
**Project Number:** 420-850-7F11  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$2,906,084  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 251,916

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	3,158	950	950	640	640	640	650	7,628
Other (see description)	0	0	0	0	0	0	0	0
Total	3,158	950	950	640	640	640	650	7,628

Sources of Funding (\$000's)								
Capital Projects Fund	3,158	950	950	640	640	640	650	7,628
								0
								0
								0
Total	3,158	950	950	640	640	640	650	7,628

**Operating Cost Impacts:**

The completion of this project will have no measurable impact on the operating budget.

**Description:**

Deterioration of concrete street components is a continual process that requires timely preventive replacement as well as repair or reconstruction of damaged areas. Private contractors are utilized for the major portion of the program, with City work crews reserved for emergencies, spot repairs, and items unsuitable for contractor work. This project funds an annual contract devoted primarily to the repair and replacement of cement concrete street components such as curbs and gutters, sidewalks, and driveway aprons. The project also provides for repair and replacement of miscellaneous infrastructure items such as drainage structures, guardrails, retaining walls, and brick paving. The contract work is coordinated by City staff and is typically concentrated in specific districts to improve efficiency.

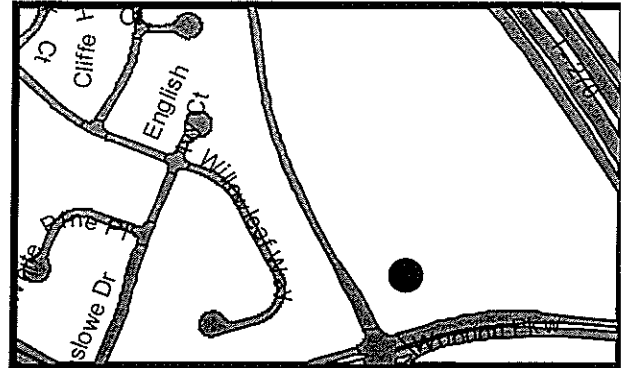
**Status:**

Ongoing. This project first appeared in the CIP in FY 1997.

**Coordination:**

Maryland State Highway Administration; Montgomery County Department of Transportation; Development Review Committee.

**Project Name:** Detention Center Access Modifications  
**Project Number:** 420-850-9A10  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Sources of Funding (\$000's)								
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The operating cost impacts can not be determined at this time.

#### Description:

This project would modify access to the various facilities of the Montgomery County Detention Center and the Rockville District Police Station. While the main access to the complex would remain at the existing intersection of Wootton Parkway and Seven Locks Road, access from the individual facilities to Seven Locks Road would be eliminated. Facility access would include a new connecting roadway located to the east and south of the facility buildings and west of I-270. Under one option, most of Seven Locks Road north of Wootton Parkway would be converted to a landscaped buffer area, within which a walkway/bikeway is a sub-option. Another alternative is to leave all or part of Seven Locks Road as an emergency egress for the police station. Estimated cost of the project is \$600,000. A continuous noise wall along the Seven Locks frontage of the adjacent Falls Ridge neighborhood would cost an additional \$700,000.

#### Status:

Concept. This project first appeared in the CIP in FY 1999. This project has been assigned a "placeholder" status as indicated by the lack of funding commitment from Montgomery County.

#### Coordination:

Montgomery County; Falls Ridge Citizens Association; Development Review Committee.



**Project Name:** Driveway Apron Program  
**Project Number:** 420-850-1A12 (FY 2001); 2A12 (FY 2002-7)  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 17,825  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 12,175

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	30	30	30	30	30	30	35	215
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>35</b>	<b>215</b>

**Sources of Funding (\$000's)**

Special Assessments	30	30	30	30	30	30	35	215
								0
								0
								0
<b>Total</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>35</b>	<b>215</b>

**Operating Cost Impacts:**

The completion of this project will add \$50 per apron to the operating budget to fund maintenance costs. This project estimates 24 driveway aprons or \$1,200 per fiscal year beginning in FY 2002. This is already included in the operating budget and is an ongoing expense.

**Description:**

This program provides a service to Rockville homeowners, who otherwise would be required to have a contractor install the apron under a public works permit. The program also acts as an incentive to provide off-street parking, consistent with City planning and public safety policies. This project funds the installation of approximately 25 new aprons per year on City streets, as individually requested by homeowners. After a cost estimate is provided, the homeowner signs a waiver authorizing the City to levy a special assessment for the full cost of the apron. Aprons thus approved are then constructed in conjunction with the annual maintenance program.

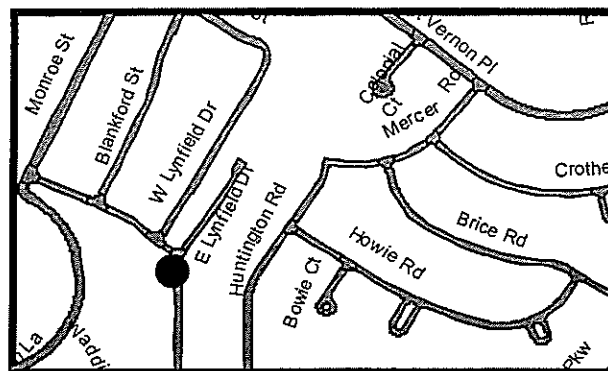
**Status:**

Ongoing. This project appears in the CIP each fiscal year. **Note:** Due to special assessment financing, a new CIP project number is assigned each fiscal year.

**Coordination:**

Department of Public Works; Development Review Committee.

**Project Name:** East Lynfield Drive — Widening  
**Project Number:** 420-850-5B11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

#### Sources of Funding (\$000's)

Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will add \$140 to the operating budget to fund maintenance costs. Since the project is in a pending status, the fiscal year in which the impact would occur is unknown.

#### Description:

East Lynfield Drive, between Cabin John Parkway and Elwood Smith Park, has adequate curbs and gutters on only one side of the street. This project would improve a deteriorated pavement edge and eliminate unsightly rutting and maintenance problems caused by vehicles and parking on the roadway shoulder. It also will bring the street into conformance with City standards. The project funds new curbs and gutters on the west side of the street and provides more space for the turnaround at the dead end of the street. If consistent with stream valley (Cabin John Creek) considerations, the street also would be widened by five feet to meet the City's 26-foot secondary residential street standard. The street is about 500 feet in length. The estimated cost is \$40,000.

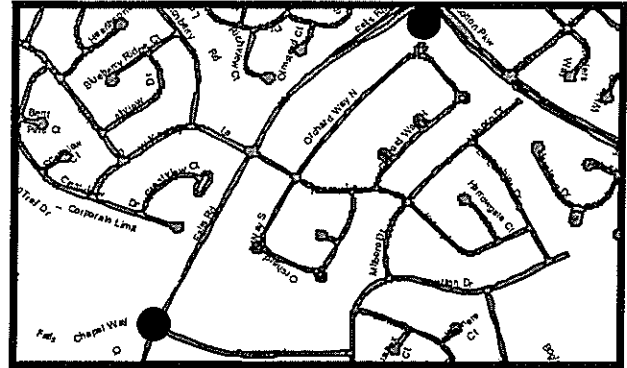
#### Status:

Concept. This project first appeared in the CIP in FY 1995. This project has been assigned a "placeholder" status as indicated by the lack of funding.

#### Coordination:

Local Property Owners; Development Review Committee.

**Project Name:** Falls Road — Sidewalk and Bikeway  
**Project Number:** 420-850-8J11  
**Program Area:** Transportation



**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 229,532  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 72,468

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	36	0	0	0	0	0	0	36
Site Improvement	0	0	0	0	0	0	0	0
Construction	266	0	0	0	0	0	0	266
Other (see description)	0	0	0	0	0	0	0	0
Total	302	0	0	0	0	0	0	302

#### Sources of Funding (\$000's)

Capital Projects Fund	170	0	0	0	0	0	0	170
State of Maryland Grant	98	0	0	0	0	0	0	98
Montgomery County	34	0	0	0	0	0	0	34
								0
Total	302	0	0	0	0	0	0	302

#### Operating Cost Impacts:

The completion of this project will add \$1,500 to the operating budget to fund maintenance costs beginning in FY 2002.

#### Description:

Falls Road is one of the last remaining principal travel routes in the City that has no parallel sidewalk or bikeway facility. This shortcoming effectively cuts off pedestrian and bicycle access between the Potomac Woods and Horizon Hills neighborhoods and the rest of the City. The State Highway Administration's (SHA) 1997 safety and resurfacing improvements to Falls Road provide an excellent opportunity to follow up with a parallel trail, and partial funding under the SHA's Retrofit Sidewalk Program will be provided. This project funds the construction of a 10-foot-wide asphaltic concrete trail along the east side of Falls Road (MD Route 189) from Wootton Parkway to Dunster Road. Additional landscaping has been requested by the Horizon Hills and Falls Orchard Civic Associations. In February 2001, the City received a contribution from Montgomery County towards the bike path on Falls Road.

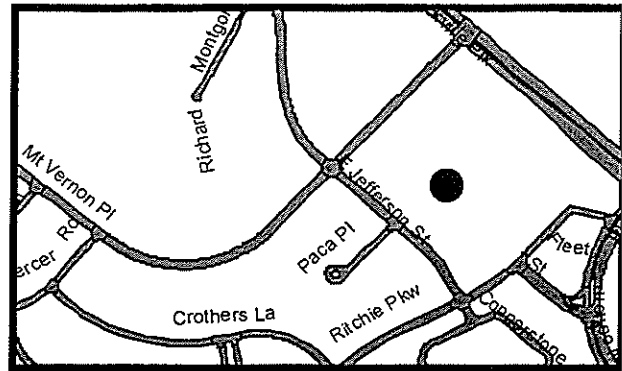
#### Status:

This project is substantially complete, but final payments need to be made. This project first appeared in the CIP in FY 1998.

#### Coordination:

Montgomery County Department of Public Works and Transportation; Maryland State Highway Administration; Local Civic Associations; Bikeway Master Plan; Development Review Committee.

**Project Name:** Fleet Street — Extension, Phase III  
**Project Number:** 420-850-7G11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	30	0	0	0	0	0	30
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	570	0	0	0	0	570
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>30</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>

#### Sources of Funding (\$000's)

Capital Projects Fund	0	0	200	0	0	0	0	200
Developer Contribution	0	30	170	0	0	0	0	200
Other	0	0	200	0	0	0	0	200
								0
<b>Total</b>	<b>0</b>	<b>30</b>	<b>570</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>600</b>

#### Operating Cost Impacts:

The completion of this project will add \$3,880 to the operating budget to fund maintenance costs beginning in FY 2004.

#### Description:

This project is needed to provide additional traffic capacity in the Rockville Pike corridor between the Town Center and Wootton Parkway. It also is needed to support existing and future development along Fleet Street, promote local circulation, and help eliminate non-local traffic on the nearby residential section of Jefferson Street. At maximum development, the street would carry about 15,000 vehicles per day. This project provides for Phase III and includes a new 48-foot-wide street, closing the gap in Fleet Street between Mount Vernon Place and Ritchie Parkway. Included are curbs and gutters, pavement, drainage, utility relocation, a retaining wall, SWM, sidewalks, bicycle path, street lighting, landscaping, and traffic control. Phase I of the project was from Wootton Parkway to Ritchie Parkway and Phase II of the project was from Richard Montgomery Drive to Mount Vernon Place. This project is consistent with the Master Plan. The estimated cost is \$600,000.

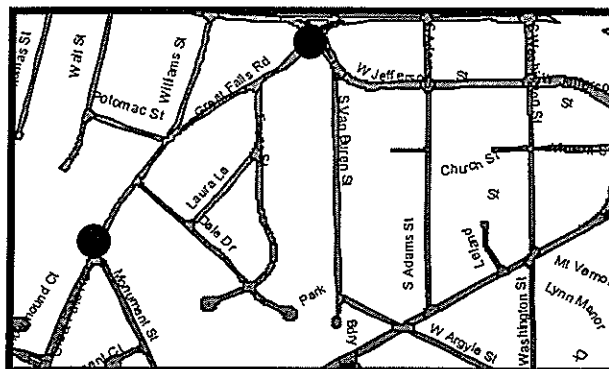
#### Status:

Concept (50 percent of the design was completed as part of Phase I and Phase II). This project first appeared in the CIP in FY 1997. **Funding Note:** The "Other" funding represents a contribution from Richard Montgomery High School.

#### Coordination:

Montgomery County Department of Transportation; Maryland State Highway Administration; Hungerford Civic Association; Bikeway Master Plan; Development Review Committee; Board of Education.

**Project Name:** Great Falls Road — Improvements  
**Project Number:** 420-850-0B11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ 150,000  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	150	100	0	0	0	0	0	250
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>150</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>

#### Sources of Funding (\$000's)

Capital Projects Fund	150	100	0	0	0	0	0	250
								0
								0
								0
<b>Total</b>	<b>150</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>

#### Operating Cost Impacts:

The completion of this project will add \$6,500 to the operating budget to fund maintenance costs beginning in FY 2003.  
**Note:** This impact will only occur if the City takes ownership of the roadway following completion of the State Highway Administration (SHA) construction.

#### Description:

The SHA has allocated design funds for the reconstruction of Great Falls Road between Monument Street and MD Route 28. While the SHA is expected to install the basic improvements, the City will be responsible for the cost of any utility improvements, right of way costs, and any aesthetic treatments not normally provided by the SHA. Improvements may include special sidewalk treatments, retaining walls, utility upgrades, and landscaping to bring the street to City standards. SHA's share of the cost of the improvements is expected to be \$900,000.

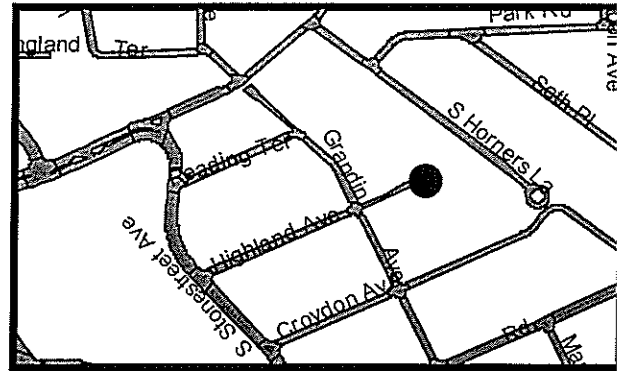
#### Status:

Design is complete and citizen meetings have been held. Construction by SHA is to begin in May 2001. This project first appeared in the CIP in FY 2000. The planning and design were directly funded by the State of Maryland.

#### Coordination:

Maryland State Highway Administration; Local Property Owners; Bikeway Master Plan; Development Review Committee; West End Civic Association; Great Falls Road — Water/Sewer Relocation (Project 210-850-1B34 in the Environment Program Area).

**Project Name:** Highland Avenue Dead End  
**Project Number:** 420-850-9B11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ 3,385  
**Prior Years' Unspent as of:** 06/30/2001 \$ 91,615

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	12	0	0	0	0	0	0	12
Site Improvement	0	0	0	0	0	0	0	0
Construction	83	0	0	0	0	0	0	83
Other (see description)	0	0	0	0	0	0	0	0
Total	95	0	0	0	0	0	0	95

Sources of Funding (\$000's)								
Capital Projects Fund	95	0	0	0	0	0	0	95
								0
								0
								0
Total	95	0	0	0	0	0	0	95

#### Operating Cost Impacts:

The completion of this project will add \$290 to the operating budget to fund maintenance costs beginning in FY 2002.

#### Description:

This project provides for the reconstruction of Highland Avenue, a stone-surfaced street, between Grandin Avenue and a point 200 feet east. The road will be 26-feet wide with curbs and gutters, sod, storm drain, and a hammerhead-type turn-around at the dead end. A sidewalk currently exists on one side and will be replaced. This road section serves one existing home and has sufficient vacant space to develop two or three lots, dependent on flood plain limits.

#### Status:

Design has started. Construction to begin in Spring 2001 following removal of the adjacent concrete water storage tank. This project first appeared in the CIP in FY 1999.

#### Coordination:

Adjacent Property Owners; Development Review Committee.

**Project Name:** Landscaping at Signal Cabinets — Citywide  
**Project Number:** 420-850-2B81  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	5	5	5	0	0	0	15
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	3	2	3	0	0	0	8
Other (see description)	0	0	0	0	0	0	0	0
Total	0	8	7	8	0	0	0	23

**Sources of Funding (\$000's)**

Capital Projects Fund	0	8	7	8	0	0	0	23
								0
								0
								0
Total	0	8	7	8	0	0	0	23

**Operating Cost Impacts:**

The completion of this project will have no measurable impact on the operating budget.

**Description:**

This project includes the addition of landscaping around signal cabinets citywide for beautification. This project will be implemented during the next three years.

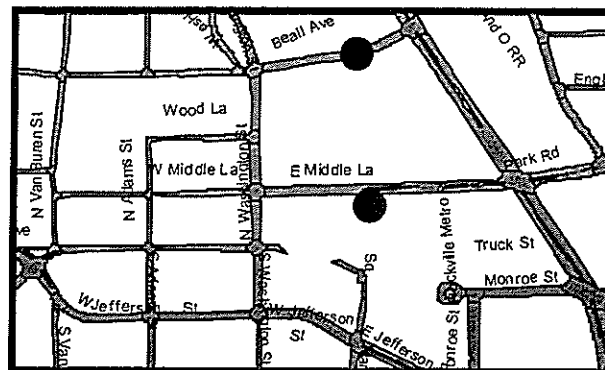
**Status:**

Planning. This is a new project for FY 2002.

**Coordination:**

Department of Recreation and Parks.

**Project Name:** Maryland Avenue — Extension  
**Project Number:** 420-850-1B11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ 75,000

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	75	0	25	0	0	0	0	100
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	50	850	0	0	0	0	900
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>75</b>	<b>50</b>	<b>875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>

Sources of Funding (\$000's)								
Capital Projects Fund	75	50	665	0	0	0	0	790
Developer Contribution	0	0	210	0	0	0	0	210
								0
								0
<b>Total</b>	<b>75</b>	<b>50</b>	<b>875</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,000</b>

#### Operating Cost Impacts:

The completion of this project will add \$3,800 to the operating budget to fund street light maintenance costs and \$4,000 to fund traffic signal maintenance costs beginning in FY 2004.

#### Description:

This project is shown in the Master Plan and would provide additional traffic capacity to Maryland Avenue between Middle Lane and Beall Avenue. It also would promote local circulation and help to eliminate non-local traffic on the nearby residential section of Jefferson Street. At maximum development, the street would carry about 10,000 vehicles per day. This project includes a new 46-foot-wide street, curbs and gutters, pavement, drainage, utility relocation, SWM, sidewalks, street lighting, landscaping, and a traffic signal. *The City will receive reimbursement from developers for the extension of Maryland Avenue; however, the timing of these payments is dependent upon when development occurs.* This road will provide access to the new Rockville Regional Library and the proposed parking garage. Additional funds may be needed for land acquisition.

#### Status:

Design is to be completed by November 2001. This project first appeared in the CIP in FY 2001. **Funding Note:** The developer contribution is from Phase I of the Rockville Metro Plaza development.

#### Coordination:

Adjacent Property Owners; Other Commercial Properties; Bikeway Advisory Committee.



**Project Name:** Neighborhood Traffic Control  
**Project Number:** 420-850-6B71  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 87,561  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 47,439

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	5	0	0	0	0	0	5
Site Improvement	0	0	0	0	0	0	0	0
Construction	135	70	60	30	30	30	30	385
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>135</b>	<b>75</b>	<b>60</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>390</b>

**Sources of Funding (\$000's)**

Capital Projects Fund	55	75	60	30	30	30	30	310
Developer Contribution	80	0	0	0	0	0	0	80
								0
								0
<b>Total</b>	<b>135</b>	<b>75</b>	<b>60</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>390</b>

**Operating Cost Impacts:**

The completion of this project will have no measurable impact on the operating budget.

**Description:**

Neighborhood traffic calming programs have received increasing attention as excessive non-local traffic and speeding have worsened on many of the residential streets in the City. This project provides for the planning and installation of traffic mitigation measures in residential neighborhoods to reduce speeds, traffic volumes, and to enhance safety. The "traffic calming" features that could be installed include circles, rumble strips, chokers, and speed humps. The City's *Guidelines for Neighborhood Traffic and Speed Mitigation*, which include consideration of measured traffic speeds and volumes, accident history, and neighborhood input, would be used to determine the locations of these features. The developer funding noted is a condition of approval for the Rockville Town Center development and is earmarked for neighborhoods directly affected by Town Center traffic impacts. A study of the Twinbrook area, focusing on Broadwood and other parallel streets, will commence in FY 2002.

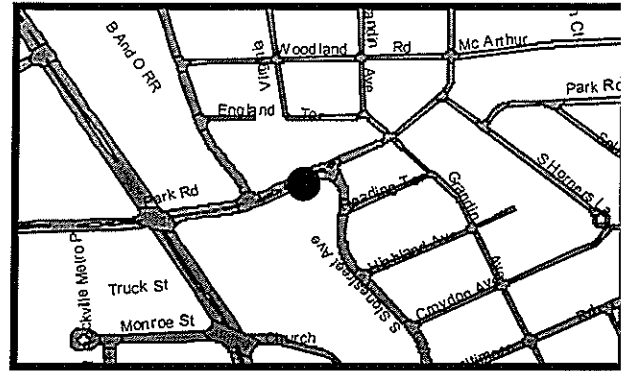
**Status:**

Ongoing. This project first appeared in the CIP in FY 1996.

**Coordination:**

Traffic and Transportation Commission; Local Civic Associations; Development Review Committee.

**Project Name:** Park Rd/Stonestreet Ave — Traffic Control  
**Project Number:** 420-850-1A72  
**Program Area:** Transportation



**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

#### Sources of Funding (\$000's)

Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

This project will add \$4,000 to the operating budget per traffic signal and \$1,200 per eight street lights to fund maintenance costs. Since the project is in a pending status, the fiscal year in which the impact would occur is unknown.

#### Description:

This project funds modifications to Park Road, between North and South Stonestreet Avenues, to improve pedestrian and bicycle access to the Metro station. To achieve this objective, geometric, landscape, and lighting enhancements would be implemented on the Park Road sidewalks, median, and roadway. This project was originally to be funded through a State grant. At the request of RCI, the State funds were transferred to the Metro Center Promenade project in exchange for the developer bearing the cost of these improvements. Alternatively, this project may fund a new traffic signal at the intersection of Baltimore Road and Stonestreet Avenue. The estimated cost of this project is \$87,000.

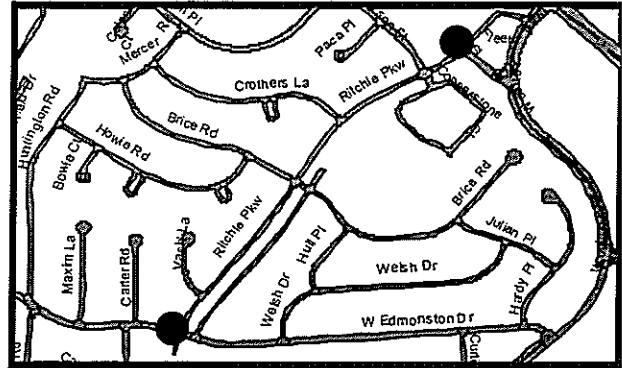
#### Status:

Concept. This project first appeared in the CIP in FY 1991. This project has been assigned a "placeholder" status as indicated by the lack of funding. Availability of developer funds will be triggered by the Town Center redevelopment schedule.

#### Coordination:

Town Center Developers; Washington Metropolitan Area Transit Authority; Development Review Committee; Bicycle Advisory Committee.

**Project Name:** Ritchie Parkway  
**Project Number:** 420-850-2A11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	5	5	5	0	0	0	15
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	35	35	35	0	0	0	105
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>

Sources of Funding (\$000's)								
Capital Projects Fund	0	40	40	40	0	0	0	120
								0
								0
								0
<b>Total</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>120</b>

#### Operating Cost Impacts:

The completion of this project will add \$350 to the operating budget to fund maintenance costs beginning in FY 2005.

#### Description:

Area residents have expressed interest in replacing the existing asphalt curb with concrete curb and gutter along the east side of Ritchie Parkway between Fleet Street and West Edmonston Drive. This project provides for the construction of approximately 3,500 feet of concrete curb and gutter on one side of Ritchie Parkway to improve the appearance and drainage of the street as well as reduce maintenance costs. The construction schedule is: **FY 2002** — Fleet Street to Brice Road. **FY 2003** — Brice Road to Edmonston Drive (westside). **FY 2004** — Brice Road to Edmonston Drive (eastside).

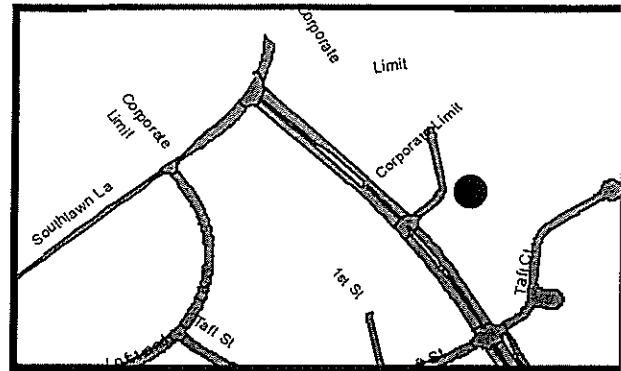
#### Status:

Concept. This is a new project for FY 2002.

#### Coordination:

Neighborhood Resource Team; Local Property Owners; Local Civic Association; Development Review Committee.

**Project Name:** Rothgeb Drive — Realignment  
**Project Number:** 420-850-1C11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Sources of Funding (\$000's)	Pending	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project provides for a safer access to the City's maintenance facility. This project funds modifications to the access at the City's maintenance facility by squaring the entrance access road with Rothgeb Drive. The existing road would be closed and converted to additional parking for the facility. The new stretch of road measures approximately 85 feet. The current configuration forces vehicles to travel through an intersection with poor geometrics. Signage is currently being used to temporarily control the problem. This project is a direct result of safety concerns and complaints from citizens. This project will be constructed in coordination with the renovation of the City's public works/parks maintenance facility. The estimated cost of this project is \$55,000.

#### Status:

Planning. This project first appeared in the CIP in FY 2001. This project has been assigned a "placeholder" status as indicated by the lack of funding.

#### Coordination:

Department of Recreation and Parks; Department of Public Works; Development Review Committee; Adjacent Property Owners; Public Works/Parks Maintenance Facility Improvements (Project 420-900-7D91 in the General Government, Technology, and Community Enhancement Program Area).

**Project Name:** School Access Improvements  
**Project Number:** 420-850-1A21  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 19,327  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 5,673

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	25	0	25	0	25	0	0	75
Other (see description)	0	0	0	0	0	0	0	0
Total	25	0	25	0	25	0	0	75

Sources of Funding (\$000's)								
Capital Projects Fund	25	0	25	0	25	0	0	75
								0
								0
								0
Total	25	0	25	0	25	0	0	75

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project funds improvements to pedestrian and vehicular access to schools in Rockville. The first schools to benefit from this project would be Wootton, Richard Montgomery, and Rockville high schools. Funds would be used to implement projects recommended in the current access study. This project funds modifications to provide safe access for school-age children. Eligible improvements include innovative speed sensor devices for a traffic signal, fencing, and landscaping to channel pedestrians to crosswalks and pedestrian crossing warning lights and signs. The route between the Metro station and St. Mary's church will be reviewed by staff for inclusion in this project.

#### Status:

Concept. This project first appeared in the CIP in FY 2001.

#### Coordination:

Montgomery County Public Schools; Montgomery County Department of Public Works and Transportation; Department of Recreation and Parks; Department of Community Planning and Development Services; Development Review Committee; Local Civic Associations.

**Project Name:** Sidewalk Links II  
**Project Number:** 420-850-6B21  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 165,741  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 340,259

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	506	30	30	30	30	30	30	686
Other (see description)	0	0	0	0	0	0	0	0
Total	506	30	30	30	30	30	30	686

#### Sources of Funding (\$000's)

Capital Projects Fund	126	30	30	30	30	30	30	306
State of Maryland Grant	380	0	0	0	0	0	0	380
								0
								0
Total	506	30	30	30	30	30	30	686

#### Operating Cost Impacts:

The completion of this project will add approximately \$390 to the operating budget to fund maintenance costs for an estimated 1,300 square yards of sidewalks per fiscal year. This is already included in the operating budget and is an ongoing expense.

#### Description:

This project provides for the construction of sidewalks where discontinuities exist, with special emphasis on major pedestrian routes, school areas, and transit stops. The design of each project varies to conform with adjacent sidewalks. Corner ramps are provided as needed. Current priorities include: **FY 2002** — Mount Vernon Place (at Elwood Smith) upgrade and West Montgomery Avenue from Adclare Road to I-270, a joint project with the State Highway Administration (SHA). **FY 2003** — Connection from Kersey and Dunster Roads sidewalks to the Falls Road bike path. On State highways, the SHA contributes 50 percent of the cost of the project (appropriations reflect City share only). More projects will be added to this list pending available funding from the SHA under the State of Maryland Access 2000 Grant Program. In February 2001, the City received funding from the State of Maryland to provide sidewalk upgrades or installations at the following locations: Beall Avenue, Church Street, Fleet Street, Mount Vernon Place, Rockland Avenue, Chapman Avenue, Lewis Avenue, Nelson Street, Martins Lane, and Mannakee Street.

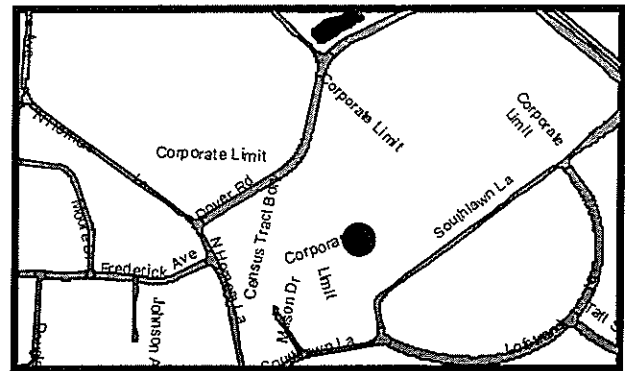
#### Status:

Ongoing. This project first appeared in the CIP in FY 1996.

#### Coordination:

Maryland State Highway Administration; Development Review Committee.

**Project Name:** Southlawn Lane — Dover Connector Road  
**Project Number:** 420-850-0C11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

#### Sources of Funding (\$000's)

Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will add \$6,000 to the operating budget to fund maintenance costs. Since the project is in a pending status, the fiscal year in which the impact would occur is unknown.

#### Description:

This new road is needed to better integrate industrial land uses in the northeast part of the City and to reduce incursions of trucks and business traffic along residential sections of North Horners Lane. This project provides for the acquisition of land and construction of a new 44-foot-wide roadway linking Dover Road with Lofstrand Lane. Paralleling North Horners Lane to the east, the new roadway will intersect Southlawn Lane at or near its western intersection with Lofstrand Lane. The project includes grading, curbs and gutters, drainage, sidewalk, street lighting, tree planting, and traffic control. The present location of the roadway is largely outside the City limits, and the project is therefore contingent upon future annexation. The proposed roadway alignment conforms with the City Master Plan. The estimated cost is \$2.1 million.

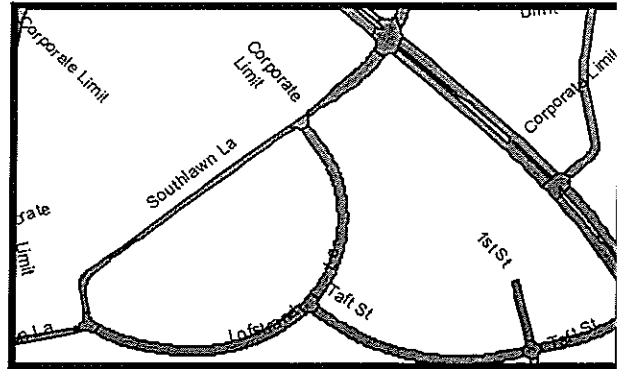
#### Status:

Concept. This project first appeared in the CIP in FY 2000. **This project has been assigned a "placeholder" status as indicated by the lack of funding.** **Funding Note:** Appropriate costs will be assessed against the adjacent properties, subject to limitation of benefits.

#### Coordination:

Southlawn Lane — Lofstrand to Gude (Project 420-850-6K11); Southlawn Lane — Water Main (Project 210-850-6E32 in the Environment Program Area); Southlawn Lane — West (Project 420-850-9F12); Local Property Owners; Development Review Committee; Lincoln Park Civic Association.

**Project Name:** Southlawn Lane — Lofstrand to Gude  
**Project Number:** 420-850-6K11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0

Sources of Funding (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
<b>Total</b>	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will add \$5,000 to the operating budget to fund maintenance costs. Since the project is in a pending status, the fiscal year in which the impact would occur is unknown.

#### Description:

This project will fund the reconstruction and widening of Southlawn Lane to primary industrial standards, including curbs and gutters, pavement reconstruction, sidewalks, street lighting, landscaping, and traffic control. The project includes funding to install underground utilities (site improvements) if required. This project improves a substandard (20-foot-wide) street and brings it into conformity with current City standards thus eliminating traffic safety hazards resulting from poor grades and sight distance obstructions. The project also improves traffic circulation and provides pedestrian access for the adjacent businesses and neighborhoods. The estimated cost is \$1.9 million.

#### Status:

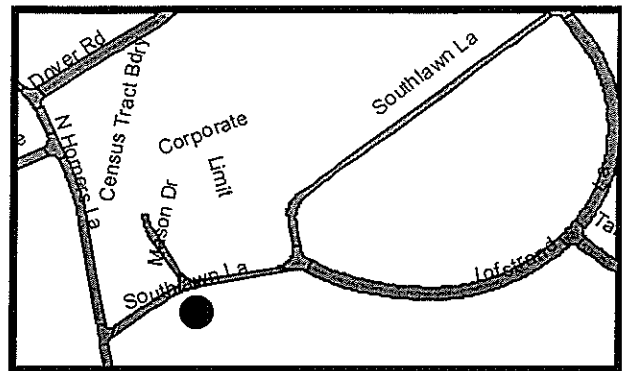
Concept. This project first appeared in the CIP prior to FY 1990. **This project has been assigned a "placeholder" status as indicated by the lack of funding. Funding Note:** Appropriate costs will be assessed against adjacent properties, subject to limitation of benefits.

#### Coordination:

Southlawn Lane — Water Main (Project 210-850-6E32 in the Environment Program Area); Southlawn Lane — West (Project 420-850-9F12); Southlawn Lane — Dover Connector Road (Project 420-850-0C11); Adjacent Commercial Properties; Neighborhood Resource Team; Development Review Committee; Lincoln Park Civic Association.



**Project Name:** Southlawn Lane — West  
**Project Number:** 420-850-9F12  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Sources of Funding (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will add \$665 to the operating budget to fund maintenance costs. Since the project is in a pending status, the fiscal year in which the impact would occur is unknown.

#### Description:

This project funds the reconstruction and widening of Southlawn Lane between North Horners Lane and Lofstrand Lane. Pavement width will generally be limited to 28 feet, with widening at intersections as necessary to accommodate turning movements. Street lighting, sidewalks, landscaping, and traffic control also are included. This project will upgrade the street to City standards and provide improvements to an unsightly and functionally obsolete roadway. It will improve vehicular and pedestrian access to commercial properties as well as to the Lincoln Park neighborhood. The proposal, including the narrower street width, is consistent with the adopted Lincoln Park Neighborhood Plan. The estimated cost is \$420,000.

#### Status:

Concept. This project first appeared in the CIP prior to FY 1990. **This project has been assigned a "placeholder" status as indicated by the lack of funding.** **Funding Note:** Appropriate costs will be assessed against adjacent properties, subject to limitation of benefits.

#### Coordination:

Southlawn Lane — Lofstrand to Gude (Project 420-850-6K11); Southlawn Lane — Water Main (Project 210-850-6E32 in the Environment Program Area); Southlawn Lane — Dover Connector Road (Project 420-850-0C11); Development Review Committee; Lincoln Park Special Study; Lincoln Park Civic Association.

**Project Name:** Street Geometric and Safety Improvements  
**Project Number:** 420-850-3B11  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 147,106  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 22,894

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	8	10	5	5	5	5	0	38
Site Improvement	0	0	0	0	0	0	0	0
Construction	162	61	57	57	60	60	0	457
Other (see description)	0	0	0	0	0	0	0	0
Total	170	71	62	62	65	65	0	495

Sources of Funding (\$000's)								
Capital Projects Fund	166	71	62	62	65	65	0	491
Developer Contribution	4	0	0	0	0	0	0	4
								0
								0
Total	170	71	62	62	65	65	0	495

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

Geometric improvements are intended to help resolve traffic flow and safety problems on City streets and, more recently, to help reduce unnecessary pavement area and to beautify streetscapes. This project includes locations mostly identified by local residents or civic associations. Typical project items include channeled traffic islands, landscaped medians, curb return and driveway apron modifications, guardrails, and protective fencing. This project compliments another project which adds landscaping to street medians (see Grounds Beautification — Rights-of-Way, project 420-900-0N61 in the Recreation and Parks Program Area). Priority locations include Maryland Avenue and Argyle Street, Nelson Street and MD Route 28, and Halpine Road and MD Route 355.

#### Status:

Ongoing. This project first appeared in the CIP in FY 1993. This project has been combined with and replaces the Median Construction and Beautification project (420-850-7D11).

#### Coordination:

Maryland State Highway Administration; Local Civic Associations; Grounds Beautification — Rights-of-Way (Project 420-900-0N61 in the Recreation and Parks Program Area); Development Review Committee; Department of Recreation and Parks; Adjacent Property Owners.

**Project Name:** Street Lighting Improvements — Citywide  
**Project Number:** 420-850-7A91  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 272,236  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 225,764

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	498	107	74	83	85	85	0	932
Other (see description)	0	0	0	0	0	0	0	0
Total	498	107	74	83	85	85	0	932

#### Sources of Funding (\$000's)

Capital Projects Fund	406	107	74	83	85	85	0	840
Developer Contribution	12	0	0	0	0	0	0	12
State of Maryland Grant	80	0	0	0	0	0	0	80
								0
Total	498	107	74	83	85	85	0	932

#### Operating Cost Impacts:

The completion of this project will add approximately \$4,500 each fiscal year to the operating budget to fund electrical and maintenance costs associated with an average of 30 new street lights per fiscal year beginning in FY 2002.

#### Description:

Adequate lighting is needed on public streets to enhance traffic and pedestrian safety and to help provide area security. Most arterial and residential streets in the City are lighted to an adequate standard. The project funds improvements to existing lighting systems where problems have been identified. Funding is for underground-wired lights only. Current priorities include: **FY 2002** — Avery Road west of MD Route 28 to the northern end of Mark Twain Special School, First Street northeast from Baltimore Road and south of Veirs Mill Road to the bridge. **FY 2003** — Taft Street from East Gude Drive to First Street and College Parkway north of Nelson Street. **FY 2004** — Hungerford Drive from Beall Avenue to Washington Street and from Frederick Avenue to North Campus Drive, and Wootton Parkway from McCormick to Hurley Avenues. In February 2001, the City received a grant from the State of Maryland for improvements to street light on Rockland Avenue from Ridgeway Avenue to Vandegrift Avenue and on Lewis Avenue from Rockland Avenue to Halpine Avenue.

#### Status:

Ongoing. This project first appeared in the CIP in FY 1997.

#### Coordination:

Potomac Electric Power Company; Town Center — Street Light/Traffic Control (Project 420-850-4A91 in the General Government, Technology, and Community Enhancement Program Area); Various Street and Sidewalk Projects; Development Review Committee.

**Project Name:** Traffic Signals — Citywide  
**Project Number:** 420-850-1A71  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ 132,558  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 179,442

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	10	10	0	0	0	0	0	20
Site Improvement	0	0	0	0	0	0	0	0
Construction	302	80	50	70	0	70	0	572
Other (see description)	0	0	0	0	0	0	0	0
Total	312	90	50	70	0	70	0	592

#### Sources of Funding (\$000's)

Capital Projects Fund	205	90	50	70	0	70	0	485
State of Maryland Grant	107	0	0	0	0	0	0	107
								0
								0
Total	312	90	50	70	0	70	0	592

#### Operating Cost Impacts:

The completion of this project will add \$4,000 to the operating budget to fund maintenance costs for each new traffic signal installed by either the City or developers. Developers will be installing four new signals in FY 2002 (operating cost impact \$16,000) and two signals in FY 2003 (operating cost impact \$8,000). The signals listed in the description are modifications to existing City signals and will result in no additional operating costs.

#### Description:

A traffic signal is often needed to control traffic efficiently and improve safety as volumes increase or other conditions change at an intersection. Priorities are typically based on travel demand thresholds. Emphasis in the next two years will be on reconstruction of older traffic signal facilities. Current priorities include: **FY 2002** — E. Gude Drive at Taft Street, and Twinbrook Parkway at Chapman Avenue. **FY 2003** — N. Washington Street at Martins Lane. Developers will be installing new signals as follows: four in the Falls Grove area in FY 2002 and FY 2003, a pedestrian signal on Baltimore Road at Rockville High School in FY 2002, and Research Boulevard at the Westat office building in FY 2003. In February 2001, the City received an additional \$32,000 grant from the State of Maryland to fund crosswalk and pedestrian signal upgrades at the following locations: MD Route 355 and MD Route 28, MD Route 28 and MD Route 911/MD Route 586, MD Route 355 and Middle Lane, Park Road and N. Stonestreet Avenue, S. Stonestreet Avenue at Baltimore Road, Chapman Avenue at Twinbrook Parkway, and MD Route 189 and Wootton Parkway.

#### Status:

Ongoing. This project first appeared in the CIP in FY 1994. **Funding Note:** \$25,000 has been reserved in FY 2003 for the City share (one-third) of the cost of a potential new traffic signal at Montrose Road and Farm Haven Drive, installation of which is contingent upon approval by the Montgomery County Department of Transportation.

#### Coordination:

Maryland State Highway Administration; Montgomery County Department of Transportation; Local Civic Associations; Development Review Committee.

**Project Name:** Transportation Demand Management  
**Project Number:** 420-850-1B10  
**Program Area:** Transportation

Map Not Available

**Prior Years'**

**Spending as of:** 06/30/2001 \$ -

**Prior Years'**

**Unspent as of:** 06/30/2001 \$ 35,000

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	35	135	200	300	300	300	300	1,570
<b>Total</b>	<b>35</b>	<b>135</b>	<b>200</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>1,570</b>

**Sources of Funding (\$000's)**

Capital Projects Fund	10	10	0	0	0	0	0	20
Developer Contribution	25	125	150	250	250	250	250	1,300
Other	0	0	50	50	50	50	50	250
								0
<b>Total</b>	<b>35</b>	<b>135</b>	<b>200</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>300</b>	<b>1,570</b>

**Operating Cost Impacts:**

The operating cost impact cannot be developed until the scope of the project is further evaluated.

**Description:**

This project funds start-up, operating, and capital costs necessary to execute a transportation demand management (TDM) program for the City. This project includes the implementation of a transportation management district in Shady Grove and the Rockville Town Center. A majority of the funds are contributed by the private sector as part of the off-site traffic mitigation for new development and are based on a formula of 10 cents per square foot per year for 10 years. The \$10,000 of City funding establishes programs prior to the receipt of developer contributions. Current priorities include: **FY 2002** — Establish a Falls Grove Multi-modal Center with associated TDM services. Beginning in FY 2003, contributions and services are expected to increase with the occupancy of the Falls Grove development and the Rockville Town Center. Funding amounts shown in this project are estimated revenues from developer contributions. Actual amounts are dependent on the construction of new developments.

**Status:**

Concept. This project first appeared in the CIP in FY 2001. **Funding Note:** Funding will be pursued from the State of Maryland and Montgomery County thus representing the "Other" funding source.

**Coordination:**

Montgomery County Department of Transportation; City of Gaithersburg; Town Center Action Committee; Neighborhood Resource Team; Development Review Committee; Adjacent Neighborhoods.

**Project Name:** Transportation Improvements — Citywide  
**Project Number:** 420-850-1A10  
**Program Area:** Transportation

Various Locations

**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ 150,000

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	50	100	100	70	30	15	15	380
Site Improvement	0	0	0	0	0	0	0	0
Construction	100	550	400	230	120	85	85	1,570
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>150</b>	<b>650</b>	<b>500</b>	<b>300</b>	<b>150</b>	<b>100</b>	<b>100</b>	<b>1,950</b>

Sources of Funding (\$000's)								
Developer Contribution	150	650	500	300	150	100	100	1,950
								0
								0
								0
<b>Total</b>	<b>150</b>	<b>650</b>	<b>500</b>	<b>300</b>	<b>150</b>	<b>100</b>	<b>100</b>	<b>1,950</b>

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

The purpose of this project is to establish and maintain a funding source for large and small-scale transportation improvements, which would be fully funded by developer contributions generated from off-site transportation mitigation requirements. As funds are collected from public and private sector developers, specific improvements will be earmarked for construction. A detailed account of all funds received and the improvements to be constructed will be maintained. Staff will attempt to ensure that developer contributions are utilized for transportation facilities within the same planning area as the new development in cases where funds have not been specified for a particular improvement. CIP update summaries will itemize the use of these funds on a quarterly basis. Funding amounts shown in this project are estimated revenues from developer contributions. Actual amounts are dependent on the construction of new developments.

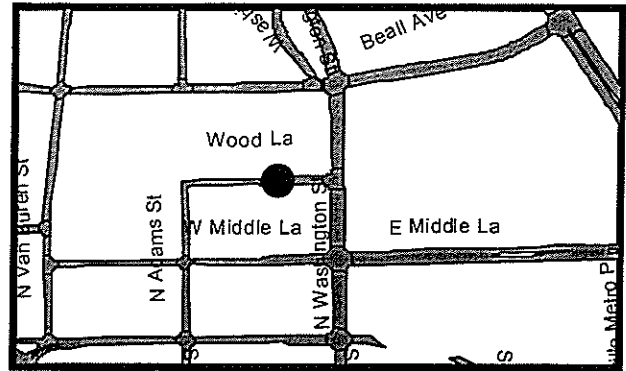
#### Status:

Concept. This project first appeared in the CIP in FY 2001.

#### Coordination:

Montgomery County Department of Transportation; City of Gaithersburg; Town Center Action Team; Neighborhood Resource Team; Development Review Committee; Adjacent Neighborhoods.

**Project Name:** Utility Relocation  
**Project Number:** 420-850-1D11  
**Program Area:** Transportation



**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Sources of Funding (\$000's)								
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project funds the underground relocation of approximately 250 feet of various utility lines along Wood Lane adjacent to the Jerusalem Mt. Pleasant Methodist Church. The existing location of the utility lines presents a safety concern. The estimated project cost is \$310,000, of which \$155,000 is anticipated to be contributed from Montgomery County.

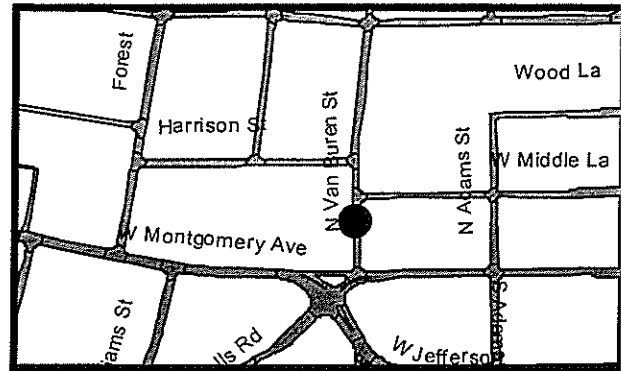
#### Status:

Planning. This project first appeared in the CIP in FY 2001. This project has been assigned a "placeholder" status as indicated by the lack of funding.

#### Coordination:

Montgomery County; Potomac Electric Power Company; Verizon.

**Project Name:** Van Buren Street — Drainage and Paving  
**Project Number:** 420-850-9C11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0

Sources of Funding (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Pending	0	0	0	0	0	0	0	0
								0
								0
								0
Total	0	0	0	0	0	0	0	0

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project provides for the reconstruction of 400 feet of Van Buren Street between West Montgomery Avenue and Harrison Street, including paving, curbs and gutters, and a sidewalk on one side. With its present flat contours, the surface of Van Buren Street does not drain properly. There is little or no "reveal" on the west side curb, leaving the sidewalk without protection and allowing water to drain freely across it. The result is localized ponding on adjacent private properties and icing on the sidewalk itself. Preliminary investigations have indicated that the roadway must be reconstructed to solve these problems. Note: temporary measures have been taken to improve this situation. The estimated cost of this project is \$70,000.

#### Status:

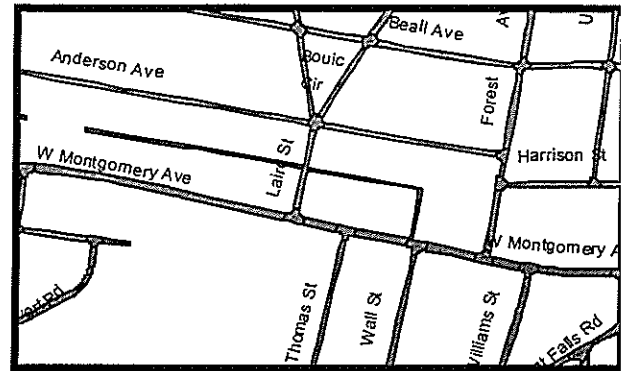
Planning. This project first appeared in the CIP in FY 1999. This project has been assigned a "placeholder" status as indicated by the lack of funding.

#### Coordination:

Local Property Owners; Public Utility Companies; Development Review Committee.



**Project Name:** West End Improvements  
**Project Number:** 420-850-1B22  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ 25,000

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	0	0	0	0
Site Improvement	0	0	0	0	0	0	0	0
Construction	25	50	75	0	75	0	0	225
Other (see description)	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25</b>	<b>50</b>	<b>75</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>225</b>

#### Sources of Funding (\$000's)

Capital Projects Fund	25	25	50	0	50	0	0	150
State of Maryland Grant	0	25	25	0	25	0	0	75
								0
								0
<b>Total</b>	<b>25</b>	<b>50</b>	<b>75</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>225</b>

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project funds the installation or upgrade of sidewalks throughout the Historic District. The project will unify the appearance of the sidewalks, increase pedestrian safety, and improve pedestrian access to schools and activity centers. An example of a short-term project includes replacing the asphalt sidewalk on Laird and Wall Streets with brick. The State of Maryland Access 2000 Grant Program may fund portions of this project.

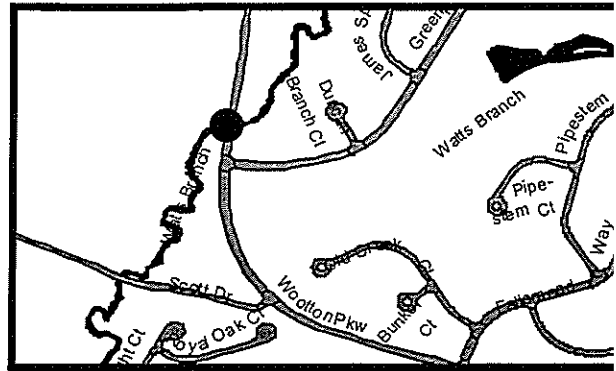
#### Status:

Concept. This project first appeared in the CIP in FY 2001.

#### Coordination:

Historic District Commission; West End Civic Association.

**Project Name:** Wootton Parkway — Bridge Rehabilitation  
**Project Number:** 420-850-8F11  
**Program Area:** Transportation



**Prior Years' Spending as of:** 06/30/2001 \$ -  
**Prior Years' Unspent as of:** 06/30/2001 \$ 104,000

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	17	0	0	0	0	0	0	17
Site Improvement	0	0	0	0	0	0	0	0
Construction	87	0	0	0	0	0	0	87
Other (see description)	0	0	0	0	0	0	0	0
Total	104	0	0	0	0	0	0	104

Sources of Funding (\$000's)								
Capital Projects Fund	104	0	0	0	0	0	0	104
								0
								0
								0
Total	104	0	0	0	0	0	0	104

#### Operating Cost Impacts:

The completion of this project will have no measurable impact on the operating budget.

#### Description:

This project funds needed repairs to the Wootton Parkway Bridge over Watts Branch Creek, including cleaning and repainting of all structural steel, repair and sealing of cracked concrete, and replacement of compression seals and expansion joints in the roadway deck. The U.S. Department of Transportation requires all public roadway bridges to be inspected biennially. The 1999 report identified this bridge as needing extensive repairs.

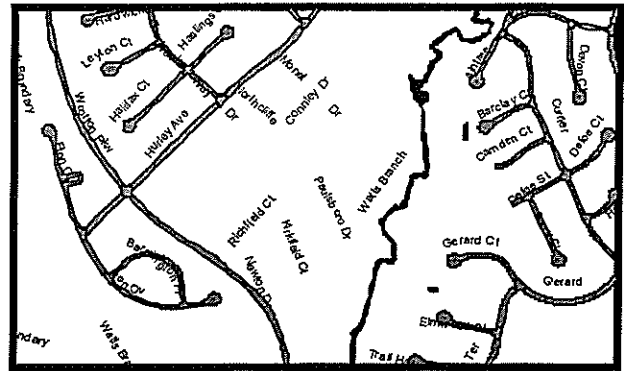
#### Status:

Planning. Repair is scheduled for Spring 2001. This project first appeared in the CIP in FY 1998.

#### Coordination:

Montgomery County Department of Transportation; Maryland Department of the Environment; Development Review Committee; Bikeway Advisory Committee; Environmental Specialists; Local Neighborhoods.

**Project Name:** Wootton Parkway — Falls Rd/Glen Mill Rd  
**Project Number:** 420-850-8G11  
**Program Area:** Transportation



**Prior Years'**  
**Spending as of:** 06/30/2001 \$ -  
**Prior Years'**  
**Unspent as of:** 06/30/2001 \$ -

Appropriation (\$000's)	Prior Yrs' Budget	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	Project Total
Planning and Design	0	0	0	0	350	0	0	350
Site Improvement	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	3,650	4,000	7,650
Other (see description)	0	0	0	0	0	0	0	0
Total	0	0	0	0	350	3,650	4,000	8,000

Sources of Funding (\$000's)								
Capital Projects Fund	0	0	0	0	350	500	1,150	2,000
Other	0	0	0	0	0	3,150	2,850	6,000
								0
								0
Total	0	0	0	0	350	3,650	4,000	8,000

#### Operating Cost Impacts:

The impact on the operating budget cannot be determined until the scope of the project is further evaluated.

#### Description:

This project funds improvements to Wootton Parkway from Falls Road to Glen Mill Road. The City's Master Plan recommends that Wootton Parkway be a four-lane divided street throughout its length. With traffic volume continuing to increase, the road will need to be widened with the following configuration: four traffic lanes and a curbed and landscaped median, intersection improvements, sidewalks, traffic control, street lighting, landscaping, and stormwater management improvements. This project will be designed in cooperation with the Millennium Trail. Wootton Parkway is a potential candidate to be a Neighborhood Conservation Program demonstration project. In addition, this project will include exploring traffic calming strategies for the Hurley Avenue corridor, from Watts Branch Parkway to Wootton Parkway.

#### Status:

Concept. This project first appeared in the CIP in FY 1998. **Funding Note:** Funding will be pursued from Montgomery County and the federal government to complete this project thus representing the "Other" funding source.

#### Coordination:

Maryland State Highway Administration; Montgomery County Department of Transportation; Montgomery County Public Schools; Neighborhood Resource Team; Development Review Committee; Adjacent Neighborhoods.

